

# The Classical Weekly

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# THE CLASSICAL WEEKLY

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No. 17

A truly pleasant sensation is it to find direct value for one's study of the Classics from a book or pamphlet whose title seems to contain no suggestion of the Classics. This is true of a small book, entitled *The Principles of English Verse*, by Charlton M. Lewis (New York, Henry Holt and Company, 1906. 75 cents). Professor Lewis, son of Charlton T. Lewis, the chief compiler of the Lewis and Short (Harpers') Latin Dictionary, is a member of the Department of English at Yale University. Years ago, when I was working hard on Plautine meters, in preparation for the work of a Seminar I was conducting, I read Professor Lewis's book, and found it helpful in many ways. With a review of the book, published in *The Evening Post*, November 17, 1906, I agree, especially in the regret that Professor Lewis is unwilling, in his treatment of English verse, to speak of feet. But with this and other matters I am not now concerned. I prefer to call attention to some sound remarks on the important subject of alliteration (130-137). I know of nothing saner and more helpful on this subject than Professor Lewis's discussion.

Having treated rime (125-130), he passes on to a second embellishment of verse, tone-color. This, he says (130), is given to verse by the preponderance of any particular sound or kind of sounds, whether vowel or consonant. "A preponderance of long a's or o's, for instance, gives a color very different from that of short e's and i's". But Professor Lewis has no patience with the doctrine that gutturals and sibilants express "amazement, affright, indignation, contempt", or, that the surd mutes (p, k, t) "help to convey the idea of littleness, delicacy, and sprightliness", or that the short vowel *i* is fitted to express "joy, gaiety, triviality, rapid movement, and physical littleness" (131-132). By examples from English poetry Professor Lewis shows that these statements are not true—at the least they are not universally true. On reading these statements I recalled at once my own perplexities in connection with certain statements about the effect of alliteration in Latin authors. Thus, in Munro's *Lucretius* 2.15, I had read that Lucretius's alliterations with *v* in particular were very effective. V, it is there said, "sometimes expresses pity as its sound well fits it to do . . . : or force and violence, because the words indicating such effects begin many of them with the letter: *vivida vis pervicit, venti vis verberat . . .* effects of living shunning and the like are expressed by it in Lucretius also".

Over against this I set Horace's *Solvitur acris hiems grata vice veris et Favoni* (*Carmina* 1.4.1-2), with the suggestion of quiet in the latter part of the line following the portrayal of the hiss of the storm in the earlier words (for the latter compare the near-by *Iam satis terris nivis atque dirae grandinis misit pater*, *Carmina* 1.2.1-2). Now, to be sure, in Munro's words, more or less jumbled as they are, there is a hint of the truth, as finally brought home to me by Professor Lewis: that hint lies in the clause "because the words indicating such effects begin many of them with the letter" *v*, but so important a point as this, which gives in reality the explanation of alliteration whenever and wherever it occurs, should not have been tucked away in a subordinate clause, nor should it have been remembered by its own author only for a moment. Says Professor Lewis (133-135):

The fact is, of course, that all this analysis of sounds proceeds upon a false assumption. When you say Titan you mean something big, and when you say tittle you mean something small; but it is not the sound of either word that means bigness or littleness, it is the sense. If you put together a great many familiar consonants in one sentence, they will attract special attention to the words in which they occur, and the significance of those words, whatever it may be, is thereby intensified; but whether the words are "a team of little atomies" or "a triumphant terrible Titan", it is not the sound of the consonants that makes the significance. When Tennyson speaks of the shrill-edged shriek of a mother, his words suggest with peculiar vividness the idea of a shriek; but when you speak of stars that shyly shimmer, the same sounds only intensify the idea of shy shimmering. . . .

Tone-color is most obvious in the device of alliteration, and the peculiar effects of alliteration are to be explained partly by another principle,—the principle of economy. It is ordinarily easier to utter the same sound twice over than to utter different sounds in close succession; the vocal organs can with less effort be made to assume a position recently abandoned than be forced into a wholly new one. A child a year old may say Papa and Mama, but must wait many months longer before he can say Panama or Matapan. But, on the other hand, if a sound is a difficult one to make, it may be easier to make it only once, and follow it up with easier sounds, than to repeat it over and over again. "Theophilus Thistlethwaite thrust three thousand thistles through the thick of his thumb" is profusely alliterative, but not easy. Thus it comes about that alliteration may give either pleasure or displeasure. Simple alliterative expressions in which the easier consonants are duplicated are agreeable; we have developed such an instinct for them that they seem beautiful; but duplications of difficult sounds are likely

not to give effects of grace and ease, but to suggest effort or ugliness.

The net result seems to be this. Alliteration (like other effects in tone-color) makes a group of words peculiarly prominent and effective, and intensifies the emotion suggested by their sense, whatever the sense may be; but if the sense is delicate and graceful it is especially helped by an easy alliteration, while if it is strenuous and impetuous it is somewhat more intensified by an uncouth and difficult one. In so far as sound-effects are cultivated without reference to sense, light alliterations and sensuous colors are sought after for their own sakes; but these sounds have no meaning of their own apart from the meanings of the words. When a poet writes a passage in which one tone predominates, we are not to imagine that he has chosen that tone with deliberate forethought. The tone has chosen itself, by its accidental presence in the words that were first and uppermost in his thought; and he has merely taken pains, in the arrangement of minor expletives and connectives, to select overtones that would accord with and so reinforce the fundamental tones. C. K.

#### A LEE SHORE

(Caesar B. G. 4.28.3)

Dissatisfied with current interpretations of Caesar, De Bello Gallico, 4.28.3, I ventured over four years ago to put forward, in The Classical Journal 7.76-79, one of my own. The paper was directed in large part against a view set forth at considerable length by Mr. T. Rice Holmes in his Ancient Britain and the Invasions of Julius Caesar. Mr. Holmes has done me the honor carefully to consider my discussion, but, as is clear from his reply, The Classical Journal 9.172-175, he has failed at several points to understand me. In his annotated edition of Caesar, De Bello Gallico complete (Oxford University Press, 1914), pages 442-446, he has reprinted, with a few excisions, his paper in The Classical Journal. Since without access to The Classical Journal no reader of Mr. Holmes's latest book would be able to determine just what my view of the passage is, and since Mr. Holmes's further exposition of his own theory has left me unconvinced, it has seemed to me worth while to discuss the passage anew.

Two questions confront us at the outset: (1) what meaning shall we attach to *deicerentur*? (2) what is the danger hinted at in *magno sui cum periculo*? The two are intimately related; upon our answer to the one will depend our answer to the other. The most natural view is that *deicerentur* pictures a sag to leeward, and that, since this was in the direction of land (*ad inferiorem partem insulae*), the danger obviously was that of striking and going to pieces. So far the editors are pretty uniformly agreed. Mr. Holmes, however, has a radically different view of the situation. Taking as his point of departure the general principle that a sailing vessel, caught by a gale, must either run before the wind or lie to, he assumes that the latter method of handling was followed in the case of those transports which were blown back to the starting-point, while in the case of the other group—that with which we are concerned—the former method was applied. He writes:

The ships which were swept down past the Foreland and the Dover cliffs, scudded before the north-easterly gale; and although they were evidently in no danger of being driven ashore, they were in great peril because only the most watchful steering could prevent them from broaching to: if a heavy sea struck the stern, it might swing the vessel round, and in a moment she would be overset and founder.

Mr. Holmes's answer, then, to our first question is that *deicerentur* pictures the ships scudding before the gale; and this necessitates his postulating in answer to the second that danger lay in the possibility of broaching to. According to his interpretation, what Caesar tells us is that

... they were getting close to Britain and were seen from the camp, when such a violent storm suddenly arose that none of them could keep their course, but some were carried back to the point from which they had started, while others were swept down in great peril toward the lower and more westerly part of the island.

But *deicerentur*, as I endeavored to show in my original discussion of the passage, will not admit of this interpretation. Such passages as Livy 21.49.6, 23.34.16 (where Weissenborn-Müller give as the equivalent of *deicitur* 'wird verschlagen') prove conclusively that *deici* when applied to ships refers, not to their scudding before a gale with plenty of sea-room, and so with no danger other than that of broaching to, but to their being swept out of their course down upon some danger point to leeward. If further evidence be required, one should consult the Thesaurus.

Again, Mr. Holmes's rendering of *magno sui cum periculo* by 'in great peril' is forced and unnatural. *Cum* in such phrases, as every one knows, expresses accompaniment, and the usual English equivalent is 'at' or 'to'. The latter fits here; i. e. it was the rapid drift of the transports in a south-westerly direction that was fraught with danger. To translate this phrase by 'in great peril' has every appearance of giving a twist to *cum* for the sake of making Caesar's words square with a preconceived notion on the part of the translator.

Yet, aside from all this, Mr. Holmes's theory breaks down on internal evidence. If two methods of procedure were open to the Gallic sailors—either to run before the wind or lie to—why, I ask, after pursuing the former method for a time, did they subsequently anchor? With plenty of sea-room (the assumption of this condition is essential to the theory which Mr. Holmes propounds), no real sailor, having once started under stress of weather to run his vessel before the wind, would ever think of casting anchor unless he had got into some sheltered position. And yet these Gauls, whose seamanship Mr. Holmes has no hesitancy in pronouncing skilful, are supposed by him suddenly to have let go anchor where, so far from being in the lee, their ships pitched and tumbled so heavily that the waves actually broke over them. This certainly was a blunder, and blunder number two if the ships had really been running before the wind, for by so doing the shipmasters had not only wasted time and effort but had put themselves

in a position which, as regards laying their course back to the continent, was much worse than that they occupied when it came on to blow: they were now forced to close-haul from a point just so much farther dead to leeward. Compared with their fellows in the other group of transports what a mess they had made of it—according to Mr. Holmes.

But let us get back to Caesar. From the context it is clear that the peril referred to was that of being driven ashore; that *propius solis occasum* is to be understood as indicating a south-westerly direction; and that the storm, consequently, was a northeaster. The transports, then, had been caught by a gale in that position so dreaded by mariners—'on a lee shore'. What was to be done? Two courses of action were open to the shipmasters—to cast anchor or to put to sea. Promptness in deciding which they would do was all important, and there must be no blunder; delay or miscalculation spelled disaster. Was it expedient, then, to try casting anchor? Suppose after trial they should find they could not lie at anchor: would there still be time to make sail and keep clear? And again, what if an anchor should fail to hold, or holding should leave the cable to part later on in the night—how then? Such were the contingencies momentarily to be weighed. In the face of these to have cast anchor would have been to run a tremendous risk. No one worthy to be master of a vessel, no ordinary seaman even, would have considered so doing except as a last resort. Yet this is exactly what those who manned the transports are supposed to have done. What follows? That the Gallic sailors displayed bad judgment in thinking they could ride out on a lee shore a storm of such violence; that following this initial blunder the task of first heaving up anchor, while the ships were pitching and rolling and the sea at times breaking over them, and then of making sail and filling off, with the attendant risk that meantime their ships would pretty certainly be carried still farther down to leeward and possibly be thrown on their beam ends before they should gather motion enough to give them steerage-way, was after all so trivial a matter as fitly to be passed over in the narrative with never a word of comment. *Deicerentur*, be it observed, pictures a dangerous situation. Between it and the manoeuvre finally resorted to in order to extricate the ships from their perilous position, Mr. Holmes and the other editors alike are agreed that there was an intermediate move—*ancoris iactis*—which, so far from proving a net gain, was but time and effort lost. And yet to him, as to them, there is apparently nothing surprising in the fact that a move which must only have complicated the situation and increased anxiety should be so summarily mentioned. Caesar, it is true, was not primarily a shipmaster. But neither was he so downright a landlubber as to have fallen into any such absurdity of statement. By way of freeing him from imputation of this sort, I venture to suggest that anchors were not thrown out at all; that the ablative absolute here puts an hypothetical case merely;

that *tamen* sets over against present peril the danger involved in casting anchor; that the *cum*-clause defines the nature of this risk; that the subjunctive *compleren-tur*, like *afflictarentur* in B. G. 3.12.1, or *impediretur* in 2.17.5, is one of Ideal Certainty (Hale and Buck, 518 and a.; Lane, 1731); and that Caesar is at pains to include the canvassing and rejection of this seeming possibility of casting anchor so that he may logically add *necessario* in what follows. Accordingly I should render:

Now when they were nearing Britain and were in sight from the camp, so violent a storm suddenly arose that not one of them could keep on her course, but some were carried back in the direction of the very point from which they had started, while others, to their great peril, were being swept down toward the lower part of the island, where the coastline slants westerly. And though they were to cast anchor, yet since then on the other hand they would fill, these latter, as their only recourse, standing out to sea even in the face of night, headed for the continent.

Mr. Holmes, as I remarked above, has failed at several points to understand me. To begin with, he has failed to grasp the full significance of the nautical term 'lee shore'. Of course a 'lee shore' is one to leeward, i. e. upon which the wind blows; but it is not, as he apparently assumes, necessarily a shore lying squarely athwart the wind's direction. The path of a gale may meet a given stretch of shore at any considerable angle and yet so sweep it as to render anchoring off it, if not impossible, at any rate extremely hazardous.

Now Mr. Holmes, with overliteralness applying my term 'northeaster' to the weather conditions, finds that, provided only he may be allowed to assume for the flotilla of transports, at the moment when the storm struck, a position far enough off shore, then the group which he supposes to have been put before the wind would, by steering a due S. W. course, not only have cleared both the British and the Gallic coasts, but, still without swerving, would have had before them an unobstructed stretch of sea for full 3000 miles. Whereupon he asks in effect 'What, then, was this danger point to leeward?' And he answers by saying "The nearest lee shore was the shore of America, or, possibly, of the Bermudas". (The Classical Journal 9. 173).

At the outset let me say I disclaim all intention of maintaining that the wind was exactly N. E. What I do insist upon, however, and what is of prime importance to this discussion, is that the wind was sufficiently east of north to rake the coast of Britain in the vicinity of Caesar's camp, and so to render it a lee shore in the full and proper acceptation of that term. This there is no gainsaying. Mr. Holmes bids me consult a map of the British coast. I have no need to do this. Whether the vessels were on a lee shore or not is dependent more on the quarter from which the gale came than on the configuration of the coast line. With regard to weather conditions fortunately we are left in no uncertainty, for, though Caesar has not given us anything akin to the transcript of a shipmaster's log, he has nevertheless

recorded the effect of this storm in such an explicit way that his narrative admits of certain very definite inferences.

To realize this, one has only to read the following chapter (29) and see what happened in consequence of this same gale to other vessels of the fleet, those which had arrived on the coast three days earlier and were riding at anchor. To such an extent was the shore all along there raked by wind and wave that those eighty transports had to be entirely abandoned to the storm's fury, the men ashore being quite as powerless to render assistance as those on shipboard were by themselves to control the situation (29.2): *neque ulla nostris facultas aut administrandi aut auxiliandi dabatur*. No one, unless, like Dumnorix of old, he chances to be *insuetus navigandi*, no mariner certainly, after reading this account would fail to perceive that the east British coast in the vicinity of Caesar's camp was on this occasion a lee shore, and a lee shore with a vengeance. Not only were several vessels wrecked, but the rest even were badly crippled owing to the loss of anchors, ropes, and other tackle.

If we turn to 5.10. 2-3, we shall find strong additional proof that in heavy easterly weather the coast of Britain along in front of Caesar's camp was far from affording even the barest shelter. Caesar, at any rate, must have had conviction on this point borne in upon him after his second experience. He tells us that a blow came on in the night of such fury that almost all the vessels which he had left lying at anchor broke adrift, ran afoul of one another, thereby causing serious damage, and finally were piled up on the beach (*in litus electas esse*).

But Mr. Holmes will have it that the cavalry transports ran down along the coast and dropped anchor only after getting into what he styles a "comparatively sheltered position". Since, however, to lie at anchor was impossible on account of the risk of filling, so riotous was the sea in which they wallowed, we have, even on this view, one further bit of evidence not only that the Gallic seamen had blundered woefully in judgment, but that the east British coast, look where they would, was all a lee shore.

If now a definition of terms is required, we may say that a vessel caught in a storm is on a lee shore whenever her position relative to some nearby land is such that an imaginary line running from her straight down the wind would, if sufficiently produced, intersect the coast line at any considerable angle; and the more nearly this angle approaches  $90^\circ$ , the greater is the menace from the shore. So long as a ship remains inmanageable in a gale, all is well. But there is ever present the danger that, from one cause or another, she will become unmanageable. Particularly of a sailing vessel is it true that the mishaps to which she is liable when laboring in a storm are numerous, and any of them in all likelihood serious enough to leave her hopelessly crippled. Then it is that a lee shore becomes a danger point upon which a ship (supposing she does not founder

first) is doomed to drive, as helplessly as the flotsam and jetsam with which the beach is strewn the morning after.

But enough of generalization. Let us return to the concrete instance before us. What danger did Caesar intend to suggest by the phrase *magno sui cum periculo?* Since the transports were in a position where they had land under their lee, one must logically answer: the danger of striking. But, interposes Mr. Holmes, "Caesar does not tell us that land was under their lee bow". Not in so many words, I admit. No more does he explicitly tell us that the wind was on shore. Each fact is a matter of inference, and yet the one is as securely founded as the other. What he does tell us is (1) that his fleet of eighty transports at anchor off the beach got a severe pounding; (2) that the war galley, which had been pulled out high and dry, and lay supposedly beyond reach of the tide, were filled by the surf. The latter of these statements is quite as conclusive as the former, for, unless this had been a lee shore, high-water mark could hardly have varied so widely on two successive nights. Certainly on a sheltered beach the tide, even if it did reach the galley, would have done nothing worse than float them off. As the matter stands, however, the fact that the galley filled can be accounted for only on the assumption that a high surf was running, and a high surf presupposes a strong on-shore wind. Hence (1) this was a lee shore. Caesar tells us also, and this directly (2), that, when the storm broke, a flotilla of eighteen belated cavalry transports was nearing Britain, and (3) that no one of these could be kept to the course, such was the violence of the gale. Let us suppose that just before the storm arose our cavalry transports were in a position to fetch a point in the immediate vicinity of Caesar's camp. Instantly upon being caught by the gale they began, as was inevitable, to make leeway rapidly. The point thereupon towards which they were being impelled became one somewhere between their true course and the direction of their sag to leeward—the resultant, in other words, of the two forces that were acting upon them. Persistence consequently on the part of the seamen in holding on meant shipwreck, for thereby they were destined to bring up on the beach. It is from the third of the three points established above that we gather that the vessels were making an unusual amount of leeway; from (1) that we infer that their sag was in the direction of the shore; and from (2) that we conclude that this land was the coast of Britain<sup>1</sup>.

This is what I meant by saying that the vessels had land under their lee bow. Here again Mr. Holmes fails to understand me, and so far fails that inadvertently he even misrepresents my position: "When they were running", he continues, "in what was, as Mr. Wightman

<sup>1</sup>Here it is important to observe in passing that when the wind piped up and it became necessary to square away, Caesar says not one word about any danger of 'broaching to', although he is at pains to enumerate the several mishaps to which his own vessels were liable as compared with the stancher craft of the Veneti.

himself says, 'a south-westerly direction', and before what he rightly calls 'a north-easter', they were evidently in no danger of striking either the British coast or the Gallic coast . . .". But, Mr. Holmes forgets, I do not admit that the transports were running before the wind at all. If I did, I should hardly have spoken of land as being under their lee bow. That would have been to misapply the term, for, when a vessel is 'dead before it', there is no lee, as there is no weather, bow. *Deici*, I insisted and still insist, when it is applied to ships, refers, not to their being put before the wind—a manoeuvre known to Caesar and designated in his narrative by an entirely different term (*se vento dare*, B. G. 3.13.7)—, but to their being swept upon some danger point to leeward, and I supported my contention by two passages from Livy already cited in the earlier part of this paper. This argument Mr. Holmes summarily brushes aside with the pronouncement: "It <*deici*> may refer to either" *c. i. e.* either to scudding before a gale with plenty of sea-room, or to being swept down on some danger point to leeward>; he not only neglects to support his own view, as I had mine, by citation of other passages, but calmly ignores the fact that I had done so at all.

Again, 'to their great peril', rather than 'in great peril', I insisted, is the proper rendering of *magno sui cum periculo*, because the point to be emphasized is that danger was consequent upon persistence on the part of the shipmasters in keeping on as they were going. Mr. Holmes, on the other hand, since he assumes that the vessels had been put before the wind (*i. e.* he sees in *deicerentur* a voluntary movement, whereas I view it as picturing a compelled, involuntary movement—the forced lateral drift under overpowering pressure of wind and wave), is obliged to discover a source of danger in the liability that some one of the vessels might at any moment broach to should her steersman lack skill or fail to exercise the utmost watchfulness. According to this view, the danger has to be regarded as present from the very moment when the vessels were swung off, and continuing just so long as they were kept scudding before the gale. Hence the point of my observation: "To translate this phrase 'in great peril' looks like a twist of *cum* for the sake of making Caesar's words square with a preconceived notion on the part of the translator". Mr. Holmes admits that in certain passages, *e. g.* B. G. 3.1.2, *magno cum periculo* might advantageously be translated by 'at great risk', but with no essential difference of meaning. This I am not so ready to allow. Certain it is that an ablative noun with a modifier is sometimes used to express accompaniment rather than circumstances, and must accordingly be rendered into English by 'to' rather than by 'in' or 'with'. The category is a well recognized one (see Hale-Buck, 422, II). Instances in point are: B. G. 1.35.4, *quod commodo rei publicae facere posset*; Cicero Cat. 1.13.13, *his omnibus, cum tua pernicie proficiscere ad impium bellum*. (On the latter, see Professor R. G. Kent, THE CLASSICAL WEEKLY 5.162,

column 2, middle). No less sharply defined in type is the force of the ablative in *magno sui cum periculo*.

Seeing, then, that our cavalry transports had been caught on a lee shore, and that one division of them was sagging rapidly to leeward under pressure of the gale, it is manifest that, unless something should be done, and done quickly, they were doomed to shipwreck. The vessels might be brought up into the wind and anchors let go then and there. But if it be true, as Mr. Holmes would have us believe, that the Gallic sailors actually tried anchoring a little later at a point somewhat farther down the coast, where they had got into what he is pleased to designate "a comparatively sheltered position", and straightway had to abandon it or let their vessels founder, how much less the likelihood that these same vessels would be able to weather the gale in the open where they then were! There remains only the possibility of clawing off shore. And this is precisely what any prudent mariner would unhesitatingly seek to do at the outset. Think you he would take a chance of discovering some lee along a coast essentially unknown to him? How small the probability that he would find even a comparatively sheltered spot! And no comparatively sheltered spot, mind you, was, after all, going to do as an anchorage. Suppose the wind should veer a point in the night and thereby render his position more exposed? Or suppose the anchor were to drag, or its cable fail to hold? (see B. G. 5.10.2). Only as a last resort could a sailor bring himself to face a night of such feverish anxiety; and, if driven to it by necessity, how the hours would drag while, like St. Paul and his companions, he impatiently awaited the dawn! What any mariner—barring a snug harbor into which he might run—would most desire in a gale would be sea-room, and plenty of it. On this point the feeling among seamen of the ancient world was quite as strong as among those of the present day. To see this one has only to read the following passage from Seneca, Epistles 53.2, where *terrām* = 'a lee shore': *Coepi gubernatorem rogare ut me in aliquo litore exponeret. Aiebat ille aspera et importuosa nec quicquam se aequē in tempestate timerē quam terrām*. The same feeling as here expressed was the one uppermost in the minds of the shipmasters on Caesar's transports, and it was precisely for this reason that they put to sea even in the face of night<sup>2</sup>.

But to Mr. Holmes the great fallacy in my reasoning lies in the fact that if, as I maintain, this latter division of the eighteen cavalry transports had not been running before the wind at all, it follows that they were handled in exactly the same way as the others, "whereas", he urges, "it is clear from Caesar's narrative that they acted quite differently". Failure on my part to see so obvious a truth is to him something more than a matter for surprise: it is "truly amazing". The only way of escape open to me, he thinks, is "to suppose that the

<sup>2</sup>Cf. Herman Melville's Moby Dick or The White Whale, Chapter xxiii.

'shipmasters', with their eyes open, allowed their ships to drift helplessly toward 'some danger point to leeward', but at last, when the danger of striking became imminent, woke up and put them on the other tack!" But Mr. Holmes is unduly apprehensive for me. Really my position is not so bad as all this, not nearly so bad. Caesar's narrative, it is true, does imply that the one division of transports was for the moment handled differently from the other. But to meet this requirement of the narrative nothing more is necessary than to assume, as I have done, that the sailors in the latter instance saw fit for some reason to hang on a little longer if possible. Being nearer Britain, they were perhaps reluctant to put back, at least until they had stood in under the shore close enough to satisfy themselves whether any smooth water was to be found there. Finding none, and sensible that their position was momentarily becoming imperilled, they realized that there was nothing for them to do but to follow the example of their more prudent comrades, and to put to sea. And this is precisely what Mr. Holmes allows his seamen to do in the end, although he insists they shall first experiment a little by themselves just to become fully convinced of the unwisdom of anchoring off a lee shore. His view of the display of seamanship and my own differ in this: my sailors, granting that they had been taken by surprise, were the first to wake up, while Mr. Holmes's did not come to their senses until they had twice blundered egregiously; and, even then, nothing less than the imminent danger that their vessels would fill and founder, like so many coalscuttles, right where they lay, was required to bring home to them irresistibly the utter foolhardiness of their venture. And lucky dogs they were ever to escape from their predicament! At least Mr. Holmes gets them out dexterously enough. But the actual performance, if it really took place, must have been far less easy than he views it and must have been attended with much greater risk; and conditions may have been such as to render the manoeuvre impossible. In fact there is every likelihood that they were.

In my original discussion, when setting forth certain considerations that make against the reasonableness of Mr. Holmes's theory, I pointed out the almost insuperable difficulty of getting up anchor while the transports were pitching and rolling and the sea was at times breaking over them; and, beyond this, I urged that in the act of making sail and filling off there was the attendant risk that the vessels would drop still further to leeward, and possibly be thrown on their beam ends before they could gather motion enough to give them steerage-way. All this Mr. Holmes passes by without one word of comment. Doubtless he was led to regard this part of my argument as negligible because seemingly it rests on theory alone. It is, however, not without substantiation of fact. Granted that it was possible for one division of the eighteen transports, after their crews had unwise cast anchor in a seaway, to make sail once more and to work off shore as a means to safety, why

was not some similar manoeuvre possible in the case of the eighty that had arrived earlier and were already at anchor when the storm arose? Their condition was similar. If anything, they were in somewhat better case, for there is no word about their becoming waterlogged. They might at least have shifted to some one of those "several points off the southern coast of Kent, where, owing to the high ground, the force of a north-easterly gale would have been in some measure broken. . . .". As a matter of fact, nothing of the sort was attempted. And the reason we have on Caesar's authority. He tells us, not in so many words, I hasten to explain, yet quite as clearly by implication, that the thing was out of the question: *neque ulla nostris facultas aut administrandi aut auxiliandi dabatur.*

Despite so direct and positive a statement as this, Mr. Holmes has unwittingly set up a theory which actually presupposes that, while Caesar and his men, not merely inactive but powerless to act, were looking on at the fleet of eighty transports, as they were buffeted about at anchor, with a feeling akin to despair, another group of similar vessels, similarly conditioned, managed to blunder out of their predicament even as they had blundered into it; and all this within plain sight of the shore. Unless Caesar is wrong, Mr. Holmes cannot be right. Mr. Holmes's assumption, therefore, concerning the manner of handling the cavalry transports, or rather one division of them, is tantamount to a reversal of Caesar's own judgment as to weather conditions, and a pronouncement that the crews whom Caesar is at pains to exculpate from seeming inefficiency were in reality an unresourceful, craven lot.

THE PHILLIPS EXETER ACADEMY, ALFRED R. WIGHTMAN.  
Exeter, N. H.

#### CORRESPONDENCE

##### *Caesar in the Second Year*

In his protest in THE CLASSICAL WEEKLY 9.108-109, Professor Lockwood seems to me to have missed the point. It may be true that we do not habitually read military memoirs. Most of us likewise carefully eschew Collected Speeches, even though they be Henry Clay's. That, however, would be a poor reason for not reading Demosthenes and Cicero. It does not follow that the same genera in different literatures are equivalent.

And it is in the highest degree surprising that Professor Lockwood, or any one else should find Caesar dry. I have read the story of Aduatuca more times than I can count, and I still thrill to it. Nor can I believe that my experience is unique. Perhaps some teachers find the Gallic War uninteresting for themselves—and, therefore, for their pupils, because they themselves read it in *pensa* of ten or twenty lines. If they would, twice a term, make the experiment of reading the seven books, or at any rate four books, as nearly as possible at a single sitting, they would be amazed to find the trite and hackneyed illustrations of syntax instinct with life and humanity.

For the wide-spread feeling, to which Professor Lockwood and Mr. Bice have given expression, there are no doubt many reasons. One of them, I cannot but think, is the following. It is not really that we have selected Caesar for the second year that is the cause of our difficulties, but that we have selected precisely the hardest portions of him. Not only do we meet horrendous pages of *Oratio Obliqua*, but we meet them early, and none of our ingenious devices for softening the blow are really effective. Suppose we were to read Books 3-5, with omissions that would make the quantity no greater than the present requirement? That would not meet Professor Lockwood's objections, any more than the application of a salve would satisfy a surgeon who demands an amputation. Sometimes, however, a salve is all that the case needs.

NEWTOWN HIGH SCHOOL,  
Elmhurst, New York City.

MAX RADIN.

#### THE PHILADELPHIA CLASSICAL CLUB

The 123rd meeting of The Classical Club of Philadelphia was held on Friday evening, January 28, with 44 members present. The paper of the evening was read by Dr. Th. A. Buenger of the University of Pennsylvania, his subject being *The Itineraries*. Not merely the formal *Itineraries* were discussed, but more descriptive accounts of travels were treated, especially records of pilgrimages to the Holy Land. Altogether, Dr. Buenger succeeded in making a delightful paper out of a subject which at first glance would appear decidedly unpromising in the way of human interest.

B. W. MITCHELL, *Secretary*.

By recent enactment of the Education Committee of the Faculty of Union College candidates for admission to the engineering courses of the College may offer four units of Latin and two units of Greek in place of two units of Modern Languages and four units of electives. This means that the College looks with favor on the classical preparation. The feeling is that it is a great gain for a boy to have had an introduction to the ancient world through a careful training in the elements of classical education before restricting himself wholly to the modern studies. The vote of the Committee, which is made up of the Heads of all Departments, was unanimous. The University of Michigan and the University of Rochester have adopted similar regulations (see *THE CLASSICAL WEEKLY* 7.178-179). These institutions are thus expressing officially the growing opinion that the reaction against classical education has gone too far. The fixed requirements for admission to engineering courses at Union now are: English, three units; mathematics, three units; science, one unit; history, one unit.

UNION COLLEGE.

JOHN IRA BENNETT.

#### THE CLASSICAL ASSOCIATION OF THE PACIFIC NORTHWEST

The Sixth Annual Meeting of The Classical Association of the Pacific Northwest was held at the University of Washington, Seattle, Washington, November 26-27, 1915. The programme was as follows:

Vitruvius: An interesting Old Roman of the Golden Age, Professor Frank C. Taylor, Pacific University; Conundrums Among the Greeks and Romans, Professor David Thomson, University of Washington; Julius Caesar in the English Chronicles, Professor Frederic S. Dunn, University of Oregon; Virgil's Attitude Toward War, Dr. Sereno B. Clark, University of Washington; Experiments in Teaching First Year Latin: (a) Without a Text, Miss Winona Bailey, Queen Anne High School, Seattle, (b) Direct Method, Dr. Arthur P. McKinlay, Lincoln High School, Portland; The Teaching of Second Year Latin, Miss Harriet B. Merritt, High School, Sunnyside; Comparative Philology and the Language Teacher, Professor Hans J. Hoff, University of Washington; The Evolution of a Figure of Speech: The Use and Abuse of Antithesis, Professor J. Emory Hollingsworth, Whitworth College; Caesar and Labienus, Professor Thomas K. Sidey, University of Washington; The Classical Element in the Ingoldsby Legends, Dr. Andrew Oliver, Broadway High School, Seattle.

The election of officers resulted as follows: President, Professor Frank C. Taylor, Pacific University, Forest Grove, Oregon; Vice-President, Professor Frank F. Potter, Washington State College, Pullman, Washington; Secretary-Treasurer, Miss Julianne A. Roller, Franklin High School, Portland, Oregon; Executive Committee, Professor T. K. Sidey, University of Washington, Seattle, Washington, Dr. A. P. McKinlay, Lincoln High School, Portland, Oregon, Professor J. E. Hollingsworth, Whitworth College, Spokane, Washington, and Mrs. Eleanor B. Varnes, Stadium High School, Tacoma, Washington.

The next annual meeting will be held at Reed College in Portland, Oregon.

JULIANNE A. ROLLER, *Secretary*.

#### LATIN PLAY AT THE UNIVERSITY OF CHICAGO

At the end of February, or early in March, four mediæval and Renaissance plays are to be presented at the University of Chicago, under the auspices of the Department of English there, in connection with the celebration of the tercentenary of Shakespeare's birth. One of these plays, called *Sponsus*, written in Latin, will be produced for the first time in the United States. It is a liturgical drama of the twelfth century and gives the story of the wise and the foolish virgins as dramatically presented by a Church choir. The scene is laid in a Church of the Middle Ages. The play will be presented by the choir boys of the Church of our Lady of Sorrows, under the direction of Dr. J. Lewis Brown, organist and choirmaster.

#### CLASSICAL ARTICLES IN NON-CLASSICAL PERIODICALS

Aberdeen University Review—Nov., J. A. K. Thomson, Studies in the *Odyssey* (J. Harrower); (J. B. Chapman, *Horace and his Poetry*, with Companion and Glossary); (E. A. Junks, *An Index of the Adverbs of Terence*).

American Schoolmaster—Oct., *The First Year of Latin, What and How*, B. L. D'Ooge.

Antiquary—Dec., Some Account of Saffron Walden Museum [contains discussion of collections from the Romano-British period], G. Maynard. [The publication of this periodical was discontinued with this number].

Athenaeum—Dec. 4, (Herbert Richards, *Aristotelica*).—Dec. 25, (William Ridgeway, *The Dramas and Dramatic Dances of Non-European Races in Special Reference to the Origin of Greek Tragedy*).

- Colonnade—Jan., *Syrinx* [poem], Amelia J. Burr.
- Dial—Jan. 6, The Inadequacy of Translations; Records of "the glory that was Greece" = (Botsford and Sihler, Hellenic Civilization).
- Germanisch-Romanische Monatsschrift*—July, Pygmaliondichtungen des 18 Jahrhunderts, W. Buske.
- Independent—Jan. 31, Records of Civilization = (Botsford and Sihler, Hellenic Civilization).
- Journal of English and Germanic Philology—Oct., T. Lloyd, The Making of the Roman People (W. A. Oldfather).
- Nation—July 15, The Gaiety of Socrates.—July 29, (J. J. Chapman, Homeric Scenes).—Aug. 5, (A. Kuhn, Roma: Ancient, Subterranean and Modern Rome in Word and Picture, Parts 6-8).—Aug. 12, (A. E. Zimmern, The Greek Commonwealth),—Aug. 19, The Vision of Thucydides: A Comparison with the Past, J. F. Muirhead; (W. H. Schoff, The Parthian Stations of Isidore of Charax); The Tyranny of Science, R. K. Hack.—Sept. 2, Humanists and Humanitarians, Irving Babbitt.—Sept. 9, Hittite Greek, George Hempl; A Suggestion for Humanizing Elementary Latin, J. P.—Oct. 7, (S. Angus, The Environment of Early Christianity); (E. J. Goodspeed, The Biblio Gospels; The Freer Gospels).—Dec. 23, Courage and Cant = (J. J. Chapman, Greek Genius and Other Essays); Latin as a Living Tongue; Sir George Otto Trevelyan on the Consolations of Old Age, G. O. T.; "Dead" Languages, Ernest Riedel; "Frightfulness" in Lucretius, W. H. Alexander; "Military Necessity" in Xenophon, A. T. Brown; "Out of the Trenches" in Tacitus, H. C. Nutting.—Dec. 30, The Milky Way, E. H. Wilkins; (Marcus Dimsdale, History of Latin Literature); Within the Enclosure at Pompeii: Some Recent Excavations, J. A. Huibers.
- The Ohio Educational Monthly—March, The Study of Latin, Myra H. Hanson.
- The Ohio Teacher—June, The Doctrine of Formal Discipline: Its Present Status, M. Jay Flannery.—Oct., Education for Life, M. Jay Flannery.
- Old Penn [Weekly Review of the University of Pennsylvania].—Oct. 24, 1914, The Philadelphia Society for the Promotion of Liberal Studies: Second Meeting [Address by Dr. Talcott Williams].
- In 1915, Jan. 30, Vergil and the Bay of Naples, W. B. McDaniel.—Feb. 6, The American Academy in Rome, E. S. McCartney.—Feb. 13, Some Public and Private Sources of Income in Ancient Rome, J. C. Rolfe.—March 6, Philadelphia Society for the Promotion of Liberal Studies [Address by Dr. Edith Hall on the Palaces and Towns of Crete].—March 20, Letters from the Classical Fellows at Rome.—April 10, The Latin Department's Collection of Antiquities. I. Inscriptions, J. C. Rolfe; The Philadelphia Society for the Promotion of Liberal Studies: Second Annual Meeting.—April 17, Mr. Koyl's Work on Hadrian's Villa at Tivoli.—May 1, The Latin Department's Collection of Antiquities. II. Roman Dentistry, R. G. Kent; Greek Plays at the University.—May 8, Report of Greek and Latin Conference; University to Stage Two Ancient Greek Tragedies.—May 15, Student Life at the American Academy at Rome, H. W. Wright; The Open Air Greek Plays.—May 22, Iphigenia in Tauris and the Trojan Women to be given in June; Former Greek Plays at the University; Earthquake and Flood in Italy, E. S. McCartney; The Greek Play in America; The Practical Value of Latin.—May 29, The Greek Plays at the University of Pennsylvania, W. W. Hyde.—June 5, The Greek Plays.—June 12, Reproduction of the Cover of the Program of the Greek Plays; In the Land of Pelops, H. L. Crosby.—June 19, The Greek Plays at the Botanical Gardens [reviewed by W. N. Bates]; The Greek Plays [editorial]; Dr. McCartney in Greece.—Oct. 16, Classical Fellows Abroad, Some Traveling in the War Zone.—Oct. 23, Advice to Graduate Students in Latin, J. C. Rolfe.—Nov. 13, The Philadelphia Society for the Promotion of Liberal Studies [Addresses by W. J. Serrill and T. B. Stork].—Dec. 11, Italy in Wartime, E. S. McCartney.—Dec. 25, Latin and Greek at the Dutch Gymnasium, N. P. Vlachos; The Graduate Latin Club; American Excavation in Greece.
- In 1916, Jan. 15, The Latin Department's Collection of Antiquities. III. Mirrors, J. C. Rolfe; The Arrest of Dr. McCartney at Perugia; Greek Art from China.
- Open Court—Dec., Four Anniversaries in the History of Greek Philosophy, C. A. Browne.—Jan., A Message from Aristophanes, F. C. Conybear.
- Philadelphia Press, Fiction Magazine Part.—Nov. 28, Drama, Ancient and Modern [an interesting paper by the President Judge of Common Pleas Court No. 3, Philadelphia].
- Proceedings of the Twenty-Eighth Annual Convention of the Association of Colleges and Preparatory Schools of the Middle States and Maryland, 1914.—Round Table Conference in Ancient Languages, on The Reorganization of Secondary School Latin [abstracts of papers by W. E. Foster, Paul R. Jenks, C. H. Breed, Jessie M. Glenn, Theodore E. Wyc, and Charles Knapp].
- Publications of the Modern Language Association—Dec., The Siege of Troy in Elizabethan Literature, J. P. Tatlock; Caesar's Revenge, H. M. Ayres. [Both contain sidelights on the classical influence in English Literature].
- Public Ledger, Philadelphia, Magazine Section—Jan. 26, Greek Dances the Newest Fad for Society's Children.
- Saturday Review—Nov. 27, Dec. 11, Leitorugia.—Dec. 4, Sortes Virgilianae [again Vergil on the world war].
- The School Index [Official Publication of the Cincinnati Public School System]—Oct. 22, Greek [an editorial, page 60].
- Spectator—Nov. 20, The Newbury Memorial [inscriptions from Livy 9.1 and Thucydides 2.43], H. C. Fanshawe—Nov. 27 Greece and the Command of the Sea, J. M.; Sortes [Vergil, Aen. 6.95 fl.], A. S. Owen.—Dec. 4, Sortes [Vergil, Aen. 2.373], J. P. Droop.—Dec. 11, Socrates and the Shirker.
- Times (London) Weekly Edition, Literary Supplement—Dec. 10, An Educated Amateur = (Pliny's Letters, with an English Translation by William Melmoth, revised by W. M. L. Hutchinson).—Dec. 17, (William Ridgeway, The Drama and Dramatic Dances of Non-European Races in Special Reference to the Origin of Greek Tragedy).—Dec. 24, (J. A. K. Thomson, The Greek Tradition: Essays in the Reconstruction of Ancient Thought); (W. M. Lindsay, Notae Latinae: An Account of Abbreviations in Latin Manuscripts of the Early Minuscule Period); Aeschylus and the War, R. Kennard Davis.
- Unpopular Review—Jan.-Mar., The Way of the Translator.
- Washington University Record—May, 1915, College Efficiency, George R. Throop.
- The Wisconsin Alumni Magazine—Jan., 1915, On to Where? Grant Showerman.
- THE CLASSICAL WEEKLY was good enough to review my paper, Greek and Latin Glyconics, in a recent issue (9.104). May I add a few words on the subject?
- In order to make the comparison as trustworthy as possible, Greek Glyconics, which, as a rule, are not *clausulae*, were set over against Horace's Glyconics of the first Asclepiad strophe, which also are not *clausulae*. The comparison was thus made to rest on a homogeneous basis.
- There is nothing, however, in Horace's Glyconics of the second and third Asclepiad strophes that militates against the conclusions drawn in my paper. A 'break' (the term is used indifferently of diaeresis and caesura) is here found in 17% of the verses after the first syllable, 60+% after the second, 48+% after the third, 16+% after the fourth, 26+% after the fifth, 72+% after the sixth, 0% after the seventh, and 100% after the eighth. Note the low percentage after the fourth syllable, which implies that this break separates one metrical division from another. Again, note that 72-% of the verses end with a dissyllabic word. This suggests another *clausula*, namely, the Latin pentameter, which prefers a similar ending.
- LEON J. RICHARDSON.
- HUNTER COLLEGE CLASSICAL CLUB**
- On Friday, March 3, at 4 P.M., at a meeting of the Hunter College Classical Club, Professor E. G. Sihler, of New York University, will deliver, in the Auditorium of Hunter College, Lexington Avenue and Sixty-eighth Street, a lecture entitled Experiences, Incentives, and Ideals of an old Classicist. All persons interested in the cause of Classics are cordially invited to attend.
- TENTH ANNUAL MEETING, THE CLASSICAL ASSOCIATION OF THE ATLANTIC STATES**
- The Tenth Annual Meeting of The Classical Association of the Atlantic States will be held on Friday and Saturday, April 14-15, in the Central High School, Philadelphia. More members of the Association live within easy reach of Philadelphia than within reach of any other place in the territory of the Association.
- The plans for this Anniversary meeting are being formulated rapidly. They will be announced at the earliest possible moment.
- Meantime the members are requested to keep the dates, April 14-15, in mind, to keep those dates free from other engagements, to attend the meeting themselves, and to bring with them any and all persons who are interested in the Classics or can be interested in them.

## The THOUGHT in the Subject Matter

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